

The Genuine
TANSAN
Indispensable during the
warm weather.
INVIGORATING
STIMULATING
SOLE AGENTS,
H. PRICE & CO.
458 12, Queen's Road.

The China Mail

ESTABLISHED 1846.

The Celebrated
BLATZ
BEER
OF MILWAUKEE U.S.A.
\$2.00 per Case of
10-Dozen Pint
SOLE AGENTS,
H. PRIOR & CO.
468 12, Queen's Road.

No. 12,619

號四月九年三零九千一英

HONGKONG, FRIDAY, SEPTEMBER 4, 1903.

日三十月七月外

PRICES, \$3.00 Per Month,
15 Cents Per Copy.

AGENTS FOR THE CHINA MAIL.

LONDON.—F. ALAR, 11 & 12, Clement's Lane, Lombard Street, E.C. STREET & CO., 30, Cornhill, GORDON & GOTH, Judges' Circus, E.C. BATES, HERVY & CO., 81, Cannon Street, E.C. SAMUEL DEACON & CO., 150 & 154, Leadenhall Street, E.C. W. WILKS, 151, Cannon Street, E.C. ROBERT WATSON, 160, Fleet Street, C. MITCHELL & CO., 20, Hill Hollorn, Victoria, E.C. STELL'S ADVERTISING AGENCY LTD., 167, Fins Street, E.C.

PARIS AND EUROPE:—MAYENCE, FAURE & CO., 18, Rue de la Grande Bataille.

NEW YORK.—THE CHINESE EVANGELIST OFFICE, 52, West 22nd Street.

SAN FRANCISCO AND AMERICAN PORTS generally:—BRAN & BLACK, San Francisco.

AUSTRALIA, TASMANIA, AND NEW ZEALAND:—GORDON & GOULD, Melbourne and Sydney.

Wanted.

BRITISH NORTH BORNEO GOVERNMENT.

WANTED.

A CHINESE OVERSEER of Public Works in SANDAKAN, about 25 years of age, with experience, and able to do his own planning. Must speak and write English.

SALARY \$75 per mensem.

House ALLOWANCE \$8 do.

House ALLOWANCE \$15 do.

Second-class Passage provided to Sandakan. A trial of a few months will be given and if not satisfactory return Passage paid.

Apply to Messrs GIBB, LIVINGSTON & CO., Hongkong.

Hongkong, September 3, 1903. 1825

WANTED.

A Reliable and Experienced EUROPEAN STOREKEEPER.

Apply to "C. D."

Care of "CHINA MAIL" Office.

Hongkong, August 26, 1903. 1771

WANTED.

A Expert LADY STENOGRAPHER and TYPEWRITER.

State Salary and Experience to—

A. I.

Care of "CHINA MAIL" Office.

Hongkong, September 1, 1903. 1815

Intimations.

BELLIOS PUBLIC SCHOOL STUDIES at this School will be RE-DUMBED ON MONDAY, September 7th.

MRS BATEMAN,

Head Mistress.

Hongkong, September 3, 1903. 1823

PACIFIC MAIL STEAMSHIP CO. OCCIDENTAL & ORIENTAL S.S. CO. AND TOYO KISEN KAISHA (ORIENTAL S.S. CO.) NOTICE.

DURING my absence from the colony, and until further notice, Mr. J. STUART THOMSON will assume charge of this AGENCY of the above Companies as ACTING AGENT, after the return of the O. & O. S.S. *Doric*, September 1st, 1903.

E. W. TILDEN,

Acting.

Hongkong, August 31, 1903. 1803

PACIFIC MAIL STEAMSHIP CO. OCCIDENTAL & ORIENTAL S.S. CO. AND TOYO KISEN KAISHA (ORIENTAL S.S. CO.)

I have this Day assumed charge of the Business of the above COMPANIES in HONGKONG.

J. STUART THOMSON,

Acting.

Hongkong, September 2, 1903. 1818

THE POPULAR SCOTCH IS BLACK & WHITE



SCOTCH WHISKY DISTILLERY
By Appointment to

H. M. THE KING
and
HER THE PRINCE OF WALES

Supplier at all the leading and
finest houses to be obtained from
LANE, CRAWFORD & CO., Queen's Road.

Business Notices.
W. S. BAILEY & CO.
Engineers, Shipbuilders, Boilermakers,
Blacksmiths, and Brass and Iron Founders.
COAST AND RIVER STEAMERS, STEAM WATER BOATS, LIGHTERS,
TUGS AND FAST STEAM-LAUNCHES.
Pumps, Packings, General Store, and Engineers' Tools of Every Description.
OFFICES & SALES-ROOMS,
60 & 62, Des Vieux Road Central.
W. S. BAILEY, M. J. MURPHY.
CONTRACTORS FOR ALL KINDS OF ENGINEERING WORK.
PLANS, SPECIFICATIONS AND TEMPLATES.
Consulting and Superintending Engineers and Surveyors.

**HONGKONG, CANTON, MACAO
AND WEST RIVER STEAMERS.**
JOINT SERVICE OF THE HONGKONG, CANTON AND
MACAO STEAMBOAT CO., LTD., AND THE CHINA
NAVIGATION COMPANY, LTD.

Hongkong-Canton Line.

6. HONAM, 2,363 tons, Captain H. D. Jones.
6. POWAN, 2,358 tons, Captain G. F. Morrison, R.N.R.
6. PATSHAN, 2,250 tons, Captain A. W. Dixon.
6. KINSHAN, 3,073 tons, Captain C. V. Lloyd.
6. KINSHAN, 2,860 tons, Captain J. J. Lessius.

Departures from Hongkong to Canton daily at about 7 a.m. and 10 a.m. (Sunday excepted), and at about 6 p.m. (Saturday excepted).

Departures from Canton to Hongkong daily (Sunday excepted), at about 8 a.m. 2 p.m. and 5.30 p.m.

These Steamers, carrying His Majesty's Mail, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

Hongkong-Macao Line.

6. HEUNGSHAN, 1,598 tons, Captain W. E. Clarke.
Departures from Hongkong to Macao daily at about 1 p.m. as per special schedule.

Do. from Macao to Hongkong daily at about 7.30 a.m. Sunday excepted.

Canton-Macao Line.

6. LUNGSHAN, 219 tons, Captain T. Hamlin.
This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7.30 a.m., and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 a.m.

JOINT SERVICE OF THE H.K. C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDIA-CHINA STEAM NAVIGATION COMPANY, LTD.

Canton-Wuchow Line.

6. NANNING, 669 tons, Captain R. D. Thomas.
One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 a.m., and the other leaves Wuchow for Canton on the same days at about 8 a.m. Round trips take about 5 days. These vessels have Superior Cabin accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG CANTON & MACAO STEAMBOAT CO. LTD.

18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel.
Or of BUTTERFIELD AND SWINE, Agents, CHINA NAVIGATION CO., LTD.

18

**MAC LAREN'S
CANADIAN CHEESE**

In Jars (Medium and Small) Wholesale and Retail from
LANE, CRAWFORD & CO. SOLE AGENTS.

Hongkong, May 6, 1903. 983

FAIRALL & CO.

FOR

HIGH-NECKED THEATRE BLOUSES OF RICH OR SPOTTED NETS.
LACE ROBES IN ECRU AND BLACK: ALSO, SMART PRINTED

DELAINES FOR THE COMING AUTUMN.

HIGH-CLASS DRESSMAKING AND MILLINERY.

Hongkong, August 11, 1903. 1656

THOMAS P. HALL,

FOR many years Master in the Service of H. M. THE KING, has the honour to inform the Shipping and Mercantile Community that he has this Day established himself as a MARINE SURVEYOR.

T. P. HALL,
1, Prince's Building, 3rd Floor.
Telephone 418.

Hongkong, August 24, 1903. 1647

BY ROYAL WARRANT

**Bovril
fortifies the
system.**

BOVRIL is an extremely palatable drink, and a stimulant that has no bad after-effects. It is also a replacer of used-up tissue and energy; while it enables the system to endure fatigue and to repel disease.

To be obtained at all STORES, CHEMISTS,
HOTELS, &c., throughout Hongkong, China
and Japan.

AND DEVELOPING MACHINES, FRESH PHOTO-PAPER, AND ALL KINDS OF DEVELOPERS, FRESH, GOOD CHEMICALS, PRINTING FLAMES, DEVELOPING TRAYS, RUBBER STAMP DATERS;

also,

GENERAL OPERA GLASSES

at

LeMUNYON'S

31, Des Vieux Road.

P. O. Box 308. TELEPHONE 90.

Hongkong, August 8, 1903. 637

Business Notices.
BELL'S ASBESTOS EASTERN AGENCY, LIMITED,
(SOLE AGENTS FOR BELL'S ASBESTOS CO., LTD., LONDON).

Bell's Asbestos "Dagger," "Demon," and other well known packings for Piston Rods, etc., suitable for highest pressures. Pump Packings, Jointing Material, Asbestos Cloth, Tape, and Boiler Joint. Metallic or non-metallic—Rubber and Vegetable Fibre Valves for Air and Circulating Pumps. Gauge Glasses, Packing Rings of Asbestos, Rubber and Woodite.

Bell's Asbestos Non-conducting Composition for covering Boilers, Steam Pipes, etc. (only best quality kept). Boilers covered with Bell's Composition repay expense of covering in a few months by saving of fuel. Estimates given for Covering Boilers, etc.

Bell's Asbestos Expansion Tape, Millboard, Insulating and Rope. A large Stock of Engine and Cylinder Oils always in hand.

Bell's Asbestoline—a Solid Lubricant, clean and efficient—1 lb. is equal to from 2 to 4 lbs. of Oil.

Bell's Boiler Preservative speedily removes existing scale and prevents corrosion—does not injure the plates.

Asbestos Packed Cocks, Stop Valves, and Gauge Columns. Steam Gauges and other engineers' requisites always in stock. Lists and Prices on application.

BRADLEY & CO., Managers, Hongkong.

Officer, 6 Des Vieux Road, opposite King Edward Hotel entrance.

Business Notices.
GREEN ISLAND CEMENT CO., LTD.
Portland Cement.

In bags of 375 lbs net, \$4.75 per cwt, ex Factory.

In bags of 250 lbs net, \$2.85 per bag, ex Factory.

FACTORIES—HONGKONG AND MACAO.

Glazed Stoneware, Drain Pipes and Fittings, Glass, Paving Bricks and Tiles, Fire Bricks and Fire Glass.

FIRE CLAY WORKS.—DEEP WATER BAY HONGKONG

For further particulars, apply to

Shewan, Tomes & Co.,
GENERAL MANAGERS.

THE

VICTORIA DISPENSARY,
HONGKONG.

PRICKLY HEAT LOTION.

The only Effectual Remedy for allaying the Irritation.

PRICKLY HEAT POWDER.

DAKIN'S SINGLE SEIDLITZ.

A most Agreeable and Effective Enervating Aperient.

DAKIN'S IODISED SARSAPARILLA.

A Safe and reliable remedy for Skin Diseases and affections arising from impurity of the Blood.

VICTORIA DISPENSARY, Queen's Road Central

Cutler, Palmer & Co.,
LONDON.

(Wines Shipped to China since 1815.)

Have always Stocks of their well-known Brands with

Hongkong, 16th July, 1901.

SIEMSSSEN & CO.

THE

CHAMPAGNES

FROM

CHARLES HEIDSIECK,

PURVEYOR TO HIS MAJESTY KING ED

Intimations.

G. FALCONER & Co.,

WATCH-MAKERS AND JEWELLERS.

NEW SELECTIONS OF

DIAMOND JEWELLERY AND ENGLISH SILVER WARE,

HIGH-CLASS GOLD AND SILVER WATCHES.

LARGE ASSORTMENT OF SPECTACLES.

PRINCE-NEZ AND EYE PRESERVES.

6. FALCONER & Co. ARE AGENTS FOR ROSS'S FAMOUS TELESCOPES AND BINOCULARS, LORD KELVIN'S NAUTICAL INSTRUMENTS, ADMIRALTY CHARTS AND BOOKS.

EASTMAN'S KODAKS AND FILMS.

64, QUEEN'S ROAD.

JAPAN



COALS.

MITSUI BUSSAN KAISHA (MITSUI & Co.)

HEAD OFFICE: 1-1, SURUGA-CHO, TOKYO.
LONDON BRANCH: 34, LIME STREET, E.C.
HONGKONG BRANCH: PRINCE'S BUILDINGS, ICE HOUSE STREET, FIRST FLOOR.

OTHER BRANCHES:

New York, San Francisco, Hamburg, Bonn, Berlin, Singapore, Scambaya, Manila, Amoy, Shanghai, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chinkoo, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Madura, Kuro, Shimomosaki, Moji, Wakamatsu, Karatsu, Nagasaki, Kuchinotan, Sasbo, Madura, Karatsu, Miike, Hakodate, Taipeh, etc.

Telegraphic Address: 'MITSUI' (A.B.C. and A1 Codes.)

CONTRACTORS OF COAL to the Imperial Japanese Navy and Arsenals and the State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.

THE PROPRIETORS of the Famous Mikio, Tagawa, Yamano, and Ida Coal Mines. 6. FALCONER & Co. AGENTS for Hokoku, Hondo, Kanada, Fujimotana, Mameda, Manoura, Otani, Sasahara, Taubakuro, Yoshinotani, Yoshi, Yunokibara, and other Coals.

N. INUZUKA, Manager, Hoagng.

Hongkong, April 23, 1903.

Per Case { 6 dozen Pints, } \$18.00
(Special terms to large buyers) { or 4 dozen Quarts, }A. S. WATSON & Co., Ltd.,
Sole Agents for HONGKONG, CHINA AND MANILA.

Apollinaris

THE QUEEN OF TABLE WATERS.

"Apollinaris is of recognised purity; its long continued and world-wide use attests its merit."

THE NEW YORK MEDICAL JOURNAL.

"The purity of Apollinaris offers the best security against the dangers of ordinary drinking waters."

THE LONDON MEDICAL RECORD.

Sole Agents:

CARLOWITZ & Co.,
HONG KONG, CANTON, SHANGHAI, TIENTSIN, HANKOW & TSINGTAU.

Intimations.

HONGKONG HOTEL COMPANY, LIMITED.

NOTICE.

THE ORDINARY HALF-YEARLY MEETING of SHAREHOLDERS will be held at the Company's Office, on MONDAY the 1st SEPTEMBER, 1903, at Noon, for the purpose of receiving a Statement of Accounts of the Company for the 30th June, 1903, with the Report of the Directors, and to discuss any matter that may be competently brought before the Meeting.

The TRANSFER BOOKS of the Company will be CLOSED from the 1st to the 7th September, both days inclusive.

By Order of the Board,

C. MOONEY,
Secretary.

Hongkong, August 27, 1903. 1779

THE HONGKONG COTTON SPINNING, WEAVING & DYEING COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY ANNUAL MEETING of the above Company will be held at the Offices of the General Managers on MONDAY, the 14th SEPTEMBER, at 11.30 A.M., for the purpose of receiving the Report of the Committee and Statement of Accounts to 31st July, 1903.

The TRANSFER BOOKS of the Company will be CLOSED from the 8th to 14th DECEMBER, both days inclusive.

JARDIN, MATHEWS & CO., General Managers.

Hongkong, August 27, 1903. 1785

HUMPHREYS' ESTATE & FINANCE COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that an Extraordinary General Meeting of Humphreys' Estate and Finance Company, Limited, will be held at the Company's Offices, Nos. 38 and 40, Queen's Road Central, Victoria, Hongkong, on SATURDAY, the 31st day of October, 1903, at Noon, when the Subjoined Resolutions will be proposed, viz.:

1. That the Capital of the Company be increased from \$1,000,000 (divided into 100,000 shares of \$10 each) to \$1,500,000 (divided into 150,000 shares of \$10 each) by the creation of 50,000 new shares of \$10 each to be offered and if accepted to be allotted to the present shareholders of the Company at par in the ratio and proportion of one new share for every two old shares for every two old shares for every share held by the respective shareholders thereof, the amount payable on each of such new shares respectively to be paid at such time or times and in such manner as the Company by its General Managers may hereafter determine.

2. That Article No. 82 of the Articles of Association of the Company be cancelled and the following Article substituted therefor:

"The remuneration of the General Managers shall be \$4,000 per annum (which shall cover office rent but not salaries of Secretary and other employees) and a commission of 5 per cent. of the net profits of the Company for each year that such profits amount to 7 per cent. of the Capital of the Company."

Should the above Resolutions be duly passed they will be submitted for confirmation as Special Resolutions to a Second Extraordinary General Meeting which will be subsequently convened.

Dated this 25th day of July, 1903.

JOHN D. HUMPHREYS & SON, General Managers.

BOARD AND RESIDENCE.

"KILLADOOON."

ON North Spur of MORRISON HILL, 155, WANCHAI ROAD.—Light and well-furnished Double and Single Rooms, with full view of the Harbour. Reduced Rates for Summer, with or without Board. For Terms, apply on the Promises, to

MRS G. S. WEBB.

Hongkong, July 7, 1903. 1416

HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED

TIME TABLE.

WEEK DAYS.

7.30 a.m. to 8.00 a.m. Every 10 minutes.

8.00 a.m. to 8.30 a.m. Every 10 minutes.

8.30 a.m. to 9.30 a.m. Every 10 minutes.

9.30 a.m. to 11.00 a.m. Every 10 minutes.

11.30 a.m. to 12.45 p.m. Every 10 minutes.

12.45 p.m. to 1.45 p.m. Every 10 minutes.

1.45 p.m. to 2.15 p.m. Every 10 minutes.

2.15 p.m. to 3.00 p.m. Every 10 minutes.

3.30 p.m. to 5.30 p.m. Every 10 minutes.

5.30 p.m. to 8.00 p.m. Every 10 minutes.

8.45 p.m. and 9. p.m. 9.45 p.m. to 11.15 p.m. Every half hour.

SUNDAYS.

8.00 a.m. to 9.00 a.m. Every 15 minutes.

9.00 a.m. to 9.30 a.m. Every 30 minutes.

9.30 a.m. to 10.30 a.m. Every 15 minutes.

10.30 a.m. to 11.00 a.m. Every 10 minutes.

12.00 Noon to 1.00 p.m. Every 10 minutes.

1.00 p.m. to 5.00 p.m. Every 15 minutes.

5.00 p.m. to 8.00 p.m. Every 10 minutes.

6.00 p.m. to 7.00 p.m. Every 15 minutes.

7.00 p.m. to 8.00 p.m. Every 10 minutes.

NIGHT CARS as on Week Days.

Saturdays.

Extra on 11.30 and 11.45 p.m.

SPECIAL CARS by Arrangement at the Company's Office, 38 and 40, Queen's Road Central.

JOHN D. HUMPHREYS & SON, General Managers.

Hongkong, June 4, 1903. 1061

SECOND EDITION.

HISTORY OF THE CHURCHES OF

INDIA, BURMA, SIAM, THE MALAY PENINSULA, CAMBODIA, ANNAM, THIBET,

CORSA AND JAPAN.

Entrusted to the Society of the

MISSION FRIENDS.

(Translated by EDWARD HARPER PARKER and Reprinted from 'THE CHINA REVIEW.')

PRICE ONE DOLLAR.

FOR SALE AT KELLY & WALSH, LTD.

Hongkong, April 2, 1903. 146

Intimations.

NOTICE.

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By Order,

G. A. WOODCOCK,
Secretary.

Sanitary Board Room.

Hongkong, August 26, 1903. 1791

NOTICE.

OWNERS of Tenement Houses are reminded that notices of intention to LIMEWASH must be sent to the Secretary of the Board three clear days before the work is commenced.

By Order,

G. A. WOODCOCK,
Secretary.

Sanitary Board Room.

Hongkong, August 26, 1903. 1791

NOTICE.

INFORMATION has been received from the MILITARY AUTHORITIES that the GUN PRACTICE at Target, which was to be held on the 2nd instant from Stonecutter's Island, has been postponed, owing to bad weather, till the 16th instant, or, if the weather is not favourable on that day, till the 18th instant.

Practice will commence at about 7 a.m. and end at about 9 a.m. if the range is clear.

By Command,

F. H. MAY,
Colonial Secretary.

Colonial Secretary's Office.

Hongkong, September 3, 1903. 1826

NOTICE TO SHAREHOLDERS.

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2. That Article No. 82 of the Articles of Association of the Company be cancelled and the following Article substituted therefor:

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Dated this 25th day of July, 1903.

JOHN D. HUMPHREYS & SON, General Managers.

BOARD AND RESIDENCE.

"KILLADOOON."

ON North Spur of MORRISON HILL, 155, WANCHAI ROAD.—Light and well-furnished Double and Single Rooms, with full view of the Harbour. Reduced Rates for Summer, with or without Board. For Terms, apply on the Promises, to

MRS G. S. WEBB.

Hongkong, July 7, 1903. 1416

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8.00 a.m. to 8.30 a.m. Every 10 minutes.

8.30 a.m. to 9.30 a.m. Every

FRIDAY, SEPTEMBER 4, 1903.

THE LATE MR QUINTIN HOGG.

Hotels.
THE WAVERLEY HOTEL,
108 HOUSE STREET, HONGKONG.
A First-Class Private Family Hotel.
HANDSOMELY FURNISHED and Exceedingly Spacious Rooms.
Very MODERATE TERMS to FAMILIES by the DAY or MONTH.
Hongkong, December 18, 1900. 2630

Pelham House,
FAMILY HOTEL,
WYNDHAM STREET.
M. MOORE,
Proprietors.
885

HOTEL CRAIGIEBURN.
PLUNKET'S GAP, THE PEAK,
near the TRAM TERMINUS. TELEPHONE 56.
For Terms,
Apply to the MANAGER. 741

Dentistry.

S. E. N. T. I. N. G.,
Surgeon Dentist,
No. 14, D'AGUILAR STREET.
TERMS VERY MODERATE
Consultation Free.
Hongkong, April 24, 1900. 628

DENTISTRY.

S. U. S. A. N. G.,
Lately Practising with Dr. L. SAKAT.
DENTIST
Connaught Road, near Blake Pier.
Hongkong, December 3, 1902. 628

DENTISTRY.

EURE — Marine — Typhoon — Accide (spacial tourist forms) — Fidelity Guarantee — Plate Glass.
Policies issued at current rates.
W. H. T. DAVIS, Manager.
Office hours, 10 a.m. to 4 p.m.
Saturdays, 10 a.m. to 12.30 p.m. 457

MR. W. C. JACK,

Member of the Institute of Naval Architects.
Late Assistant Manager at Kowloon Dock.
HAS the Honour to inform the public that he has this day commenced business as CONSULTING ENGINEER and SURVEYOR in Hongkong.
Hongkong, 1st March, 1903.

E. C. WILKIE & CO.,

AGENTS for the Construction and Sale of Ships, Marine Engineers, Naval Architects, and Surveyors.
Collisions and Damages Surveyed for Insurance Companies.
SHIP'S DESIGNS AND SPECIFICATIONS PREPARED.
Telegraphic Address:—
MARINEWORK, HONGKONG.
Codes used A. I. and A.B.C. 4th and 5th Editions.
Hongkong, March 24, 1903. 648

OCCIDENTAL HOTEL,
Elgin Road, KOWLOON.

35 BEDROOMS, Excellently Furnished.
35 Bath to each Room.

DINING ROOM and CUISINE under Strict Supervision.
European and American Wines, Spirits and Beers.

English, American, and Manila Newspapers on file.

POOL and BILLIARDS.

Terms, \$4.00 to \$7.00 per day; \$75 to \$120 per Month.

JAS. D. M. CAMERON,
Manager.

Hongkong, August 24, 1903. 975

'THE BACK DOOR.'

THE Series of Articles entitled 'THE BACK DOOR', which appeared in the China Mail, have been reprinted, and may be obtained in Pauphett's Nove. Price. 51.

Back to the Red Man.

Professor Starr, of Chicago University, asserts that the American people are fast developing into Indians, during his investigations, the professor examined the descendants of a small colony of Germans who settled in Pennsylvania over a hundred years ago. He found that the fourth and fifth generations had developed Indian characteristics, such as hair and eyes and darker coloured skin. Professor Starr says: 'These variations in physical appearance affect persons of other nationalities who have settled in the United States. They are due to an environment.'

UNLESS DIGESTED.

Their health depends on good digestion. Undigested poisons the blood, which clogs up the skin, liver and kidneys. Food properly digested makes new strength, new health and life. Relish for food, and power to live. Seigel's Syrup. Compounded of fruits, root, herbs, it tones and cleanses the liver and kidneys, and cures jaundice, the decayed products of indigestion, and relieves headaches, languor, brain fag, constipation and anemia.

SEIGEL'S SYRUP

For many years I suffered a great deal from hot swellings, from indigestion and severe bilious attacks. On such occasions I was often prostrated by splitting headaches. I had no appetite, was low-spirited and extremely nervous. I tried tonics and reputed headache cures, but got no relief. Mother Seigel's Syrup, and in a week's time I had set me up again. I can now eat and sleep well. I perform my duties with ease. Mrs. Bell, 4 Parnell Place, Newcastle, N.S.W.

AIDS
Digestion.

THE CHINA LIGHT & POWER COMPANY, LIMITED.

ELECTRIC LIGHT PLANTS NOW IN OPERATION IN CANTON AND KOWLOON.
INCANDESCENT LAMPS, ARC LAMPS and NERNST LAMPS SUPPLIED.
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Apply to THE MANAGER OF WORKS AT HUNGHOM; 1814
SHEWAN, TOMEY & CO., General Managers.

GENUINE HAVANA CIGARS.

JUST RECEIVED DIRECT FROM HAVANA

A SHIPMENT OF FINE HAVANA CIGARS.

Net Weight per 1000 Pcs. Per Box of

BOCK & CO'S AGUILA ORO SELECTOS IMPERIALES ... 21 lbs. Mex. \$12.50 25

REG. LIA CONICA ... 14.4 16.00 50

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Special attention given to Mail Orders.

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M. MUMEYA, JAPANESE ARTIST AND PHOTOGRAPHER ENLARGEMENTS ON BROMIDE PAPER AND FINISHED IN CRAYON. ALL KINDS OF WORK DONE FOR AMATEURS. 8a QUEEN'S ROAD CENTRAL.

"The Young American" Cigars



The very thing for smokers of discrimination! A delicate and exquisite flavour, which has charmed everyone who has smoked them. Give them a trial.

TAKE HOLLOWAY'S PILLS
For Indigestion, Heartburn, Biliousness, Jaundice, and all Complaints of the Liver and Kidneys.
THEY ARE INVALUABLE FOR THE USE OF FEMALES.

Manufactured only at 78, New Oxford Street, London. Sold by all Chemists and Medicine Vendors.

MELLIN'S FOOD
For INFANTS and INVALIDS.
Purely Vegetable and Untouched by Hand.
MELLIN'S FOOD is free from Starch. When prepared is similar to Breast Milk.
Mellin's Food Works, Peckham, London, England.

DARTING LANOLINE
Natural Toilet Preparations.
DARTING TOILET LANOLINE in small and large collapsible tubes. Makes rough skins smooth and protects delicate complexions from the effects of wind and sun.
DARTING LANOLINE TOILET SOAP is unequalled for cleansing and keeping the skin supple. It never irritates.
Wholesale: 12, Iroquois Viaduct, E.C.

PHILADELPHIA EXHIBITION MEDAL 1876
OAKLEY'S WELLINGTON KNIFE POLISH
WELLINGTON SILVERSMITHS BLACK LEAD SOAP FOR CLEANING PLATE
"POLYBRILLIANT METAL POMADE NEVER BECOMES DRY & HARD LIKE OTHER METAL PASTES"
John OAKLEY & SONS, LIMITED, "WELLINGTON" MILLS, LONDON.

His Britannic Majesty's Ships on the China Station.

Name	Class	Tons.	Guns.	I.H.P.	Captain	Last reported as
Abercrombie	despatch- vessel battleship, 1st class	1700	16	3000	Comdr. O. de B. Brock	Weihaiwei
Albion	shop	12,050	6	1400	Captain T. H. M. Jordan	Hongkong
Algerine	cruiser, 1st class	11,000	16	18,000	Comdr. R. Nugent	Weihaiwei
Amphitrite	cruiser, 1st class	11,000	16	18,000	Captain Charles Wimham, O.V.O.	Hongkong
Argonaut	cruiser, 1st class	9000	12	15,000	Captain George H. Cherry	Weihaiwei
Blenheim	gunboat, 1st class	710	6	1200	Captain F. G. Stopford	Hongkong
Broad Bromont	gunboat, 1st class	710	6	1200	Lieut.-Comdr. T. D. Pratt	Weihaiwei
Cressy	cruiser, 1st class	12,000	24	21,000	Captain Henry M. Tudor	Hongkong
Charbin	water-tank and tug	380	—	300	Captain Robert H. S. Stokes	Weihaiwei
Eclipse	cruiser, 2nd class	1070	10	1400	Comdr. Ernest Barton	Hongkong
Espion	sloop	360	6	5700	Comdr. P. V. Lawes, D.S.O.	Weihaiwei
Fame	cruiser, 3rd class	1580	12	3200	Captain W. A. Carter	Weihaiwei
Fearless	battleship, 1st class	12,950	16	13,500	Lieut.-Comdr. H. E. Wells	Hongkong
Glory	torpedo boat destroyer	275	6	4000	Comdr. J. D. Daintree	Weihaiwei
Handy	torpedo boat destroyer	275	6	4000	Comdr. G. C. Asser	Yangtze-Kiang
Hart	storeship	1640	6	800	Comdr. G. B. Powell	Hongkong
Humber	river gunboat	280	6	3900	Comdr. G. G. Webster	Weihaiwei
Janus	cruiser, 1st class	14,100	—	31,592	Comdr. G. W. Nicholson	Macao
Kinsella	river gunboat	180	2	800	Captain Morris H. Stuyf	Weihaiwei
Leviathan	river gunboat	980	10	1400	Capt. D. St. A. Wake	Hongkong
Moorehead	river gunboat	12,950	16	13,500	Lieut.-Comdr. John P. Irvin	Weihaiwei
Moorehead	river gunboat	360	6	6500	Lieut.-Comdr. T. Jackson	Singapore
Moorehead	river gunboat	1015	6	1400	Capt. C. H. Moore	Weihaiwei
Moorehead	sloop	835	9	650	Lieut.-Comdr. Davidon	Yangtze
Phoebe	Surveying-vessel	980	10	1400	Fleet Reserve	Hongkong
Rambler	river gunboat	3400	8	9000	Captain Lewis Bayly	Weihaiwei
Rinaldo	river gunboat	920	6	1400	Commodore Robinson	Canton
Rolan	river gunboat	85	2	240	Lieut.-Comdr. E. V. Dugmore	Harpdong
Rosario	river gunboat	3800	8	9000	Capt. J. A. C. Wilkinson	Yangtze
Sandwich	cruiser, 2nd class	355	2	240	Capt. John Forbes	Hongkong
Sirius	river gunboat	250	—	6300	Capt. Leslie Stuart, C.M.G.	Weihaiwei
Sparrow	river gunboat	250	6	6500	Comdr. S. St. John Farquhar	Yangtze
Taku	torpedo boat destroyer	5600	11	9800	Lieut.-Comdr. A. B. Barker	Hongkong
Talbot	torpedo boat destroyer	4650	6	800	Lieut.-Comdr. Ernest C. Hardy	Weihaiwei
Tamar	cruiser, 2nd class	180	2	800	In Reserve	Yangtze
Teal	river gunboat	3400	8	9000	Lieut.-Comdr. Hugh Somerville	Hongkong
Thetis	cruiser, 2nd class	363	3	200	Lieut.-Comdr. W. W. Wason	Weihaiwei
Tweed	coast defence gunboat	12,950	16	13,500	2222	2222
Vengeance	battleship, 1st class	950	6	1400	* Flag of Vice-Admiral Sir Cyprian A. G. Bridge, K.C.B., Commander-in-Chief.	2222
Vestal	sloop	365	6	6300	2222	2222
Virago	torpedo boat destroyer	620	—	450	2222	2222
Whiting	Surveying-ship	360	6	5000	2222	2222
Woodcock	torpedo boat destroyer	620	2	550	2222	2222
Woodlark	river gunboat	160	2	550	2222	2222

Foreign Men-of-war on the China and Japan Station.

Name	Flag and Description	Tons.	Guns.	H.P.	Captain	Last reported as
Acheron	French gunboat	1796	—	—	Captain Laferrière	Haiphong
Alouette	French gunboat	300	—	—	Lieut. A. Varney	Canton

TABLE ADDRESS: 'ACHEE,' HONGKONG.

B. C. CODE, 4TH EDITION

ESTABLISHED 1852.

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**Furniture
Dealers.****DRAWING-ROOM,
DINING-ROOM,
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FURNITURE.****ELECTRO-PLATED,
GLASS and
CHINA WARES.****PASTEUR'S MICROBE-
PROOF FILTERS,
ROCHESTER LAMPS,
WHITE TURKISH
TOWELS and
COUNTERPANES.****COOKING RANGES,
KITCHEN UTENSILS,
and HOUSEHOLD
REQUISITES.****WM. POWELL,
LIMITED.**

TRADE

MARK

TELEPHONE NO. 135.

'D. C. L.'
OLD TOM
and
DRY GINS

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**The best Gin on
the Market, its
purity defies
Competition.**

SOLE AGENTS.

H. PRICE & CO.,
458 12, Queen's Road.**MEMOS. FOR TO-MORROW.**
Auction.3 p.m.—Auction of 150 Lots of Valuable
Postage Stamps at Messrs Hughes and
Hough's Sales Rooms.

General Memoranda.

MONDAY, September 7.—
11 a.m.—Auction of a Quantity of Household Furniture, at 'Banger,' the Peak, Noon.—Meeting of Shareholders of the Hongkong Hotel Co., Ltd., at the Co.'s Hotel.

3 p.m.—Auctions of Crown Lands at the Public Works Department's Offices.

TUESDAY, September 8.—
Transfer Books of The Hongkong Spinning, Weaving and Dyeing Co., Ltd., closed from this date to the 14th, September, inclusive.Goods per *Zieten* undelivered after this date subject to rent.Goods per *Nordyn* undelivered after this date subject to rent.MONDAY, September 14.—
11.30 a.m.—Meeting of The Hongkong Cotton Spinning, Weaving & Dyeing Co., Ltd., at the Company's Offices.WEDNESDAY, September 16.—
9 a.m.—Military Practice.SATURDAY, October 31.—
Noon—Meeting of Humphreys' Estate and Finance Co., Ltd., at the Company's Offices.A. S. WATSON & CO.,
LIMITED.**General.**
Drapers

AND

Dress**Makers**

34, QUEEN'S ROAD.

Charming.**Shirt . . .****Waists . . .****DAINTY SILK****BLOUSES . . .****NEW . . .****COFFEE . . .****COATEES . . .**

We shall be pleased to send a selection of the above on approval to our customers on receipt of their instructions.

Everything for Ladies' and Children's Wear.

WM. POWELL, Ltd.

A. S. WATSON & Co., Limited,
THE HONGKONG DISPENSARY.

August 29, 1903.

BIRTH.
On August 29, at 34, Sims Road, the wife of P. BOEKER, of a Son.

DEATHS.

On August 28, at Shanghai, FRANCIS KINGMILL; aged 25 years.

On August 30, at 3, Haskell Road, Shanghai, the residence of her son-in-law, Wm. FRASER, MARGARET GIBSON, widow of the late Captain Alex. Maclean, Aberdeen, N.B.

The publication of this issue commenced at 5.20 p.m.

The China Mail.

HONGKONG, FRIDAY, SEPTEMBER 4, 1903.

THERE will be much regret over the fact that *Shamrock the Third* has failed to win the America's Cup. Notwithstanding the serious handicaps under which of necessity the challenging yacht is placed, it was believed in yachting circles that Sir Thomas Lipton had at last obtained a yacht which would achieve victory where so many others had failed. These hopes, however, have been disappointed, the American yacht has again been successful, and the Cup remains, from the British point of view, on the wrong side of the Atlantic. One cannot but admire the pertinacity of Sir Thomas Lipton, who has taken his defeats in a true sportsman-like spirit, and we need not be surprised if he now abandons the attempt to bring the coveted yachting trophy over to Ireland. An American journal, which we have before us, states that in a recent interview Sir Thomas Lipton stated that his three attempts have cost him more than \$2,000,000 (gold). This he chooses to regard as an investment, from which we conclude that he regards the contest in the light of an advertisement. If he again failed to win the cup, he said, he had still more millions to spend in his efforts to carry it off. This year, it cost him a little more than \$1,000,000 to compete for the cup owing to the fact that he had taken both his challengers over to America, and had had both of them in commission for months. Each yacht has a crew of sixty men, who were the best to be had, and the cost of keeping them in commission a month represented a small fortune. It is stated that *Shamrock III.* cost close upon \$500,000, whereas, according to one of the members of the syndicate owning the *Reliance*, the cost of building and sailing the cup defender was estimated at \$300,000 (gold).In the opinion of an English yachtsman, the *Reliance* has won because she is the better boat for the particular purpose for which she was built. Her success does not prove that she is a better all round boat than the *Shamrock*, but better to win the series of races at Sandy Hook. The question has been asked over and over again how it is that the Americans contrive to build boats, year after year, which can outsail any boats British yachtsmen can send across the Atlantic? The answer is twofold: (1) Because, by the conditions of the race, we have to supply the Americans with the principal dimensions of the challenger in plenty of time for them to build a boat to beat her; and (2) because we have to send our boat across the Atlantic and they have not. All other things being equal, the yacht which can carry the largest sail-area will win, and the time allowance does not compensate for this. The British boat has to be built strong enough to cross the Atlantic, and consequently must have a heavier hull than the American boat. The extra weight thus distributed over the hull does not assist the yacht to carry extra canvas, but rather reduces her stability, whereas the same weight taken off the hull and placed low down in the form of ballast is of enormous assistance to the American boat by allowing a larger sail-area to be carried. Not only does the necessity of sailing unassisted across the Atlantic impose on the British designer the obligation of putting a great deal of weight into the hull of the challenging boat—weight that he would prefer to use as ballast—but he has to shape the hull on a stronger and less speedy model. A yacht of the shape and dimensions of the *Reliance* could hardly be built strong enough to cross the Atlantic in safety. If she met bad weather, she would almost certainly strain so badly as to be useless for racing. Being in possession of all the principal dimensions of the challenger, the Americans are enabled to build a boat of about the same dimensions but carrying a far

larger sail-area, because the American designer can build for speed, and speed alone, so long as he turns out a craft strong enough to stand ordinary summer weather. Apart from the superiority of the yacht itself, judging from the meagre telegraphic accounts of the racing received in Hongkong, the Americans seem to have handled their boat better than the Englishmen, and seem to have taken every legitimate advantage allowed by the rules of yacht racing in America, thereby making sure of a result which was fairly certain in any event, bar accidents.

The trophy is called properly 'The America's Cup,' not the 'America's Cup.' It was won at Cowes by the schooner *America* on 22nd August, 1851, and in 1857 presented by the owners of the *America* as an international challenge cup. It had been sailed for ten times prior to the last challenge. The British were the first to change the style of boat by sending over a cutter to compete for the cup. The Americans replied with a sloop, from which the present 90-footers have been evolved. Commenting on the proposal to change back to schooners, an American contemporary says:—'They (the present yachts) are built for wind and not for weather, and *Reliance* and *Shamrock III.* are believed to represent the very highest degree of perfection in that direction. Little change, it is said, could be made in building yachts along these lines for future cup races. More than that, the yachts are so expensive that only millionaires can build them, and their value has gone when the last race of the series is sailed. Everything is sacrificed to speed, and they cannot even be rebuilt so that they can be used for cruising. Therefore, win or lose, Sir Thomas Lipton considers that the time is ripe for the adoption of schooners which can brave any sea and can cross the ocean under their own sail. With the introduction of schooners, it is thought that many wealthy people would build boats to compete for the honour of defending or challenging for the cup, as they could be subsequently used for ocean cruising. The races would then become more a test of seamanship than they are now. The distance could be increased and the races could be sailed in any kind of weather, for the rubber the weather the keener will be the sport.' This suggestion will probably be well received by yachtsmen on both sides of the Atlantic; whether it will be accepted is another story.The *K.L.J.T.*
Captain S. Anderson, of the s.s. *Ulaband*, on August 31, spoke the American four-masted barque *K.L.J.T.* twenty miles east of Turnabout, from Shanghai to Hongkong. All well.

Impure Lemonade.

Mr J. W. Franklin, Messrs J. L. Thompson and Co., chemists and manufacturers of arrested waters at Kobe, was the other week fined Yen 2 for infringing the Regulations for the Control of Summer Drinks, by selling Lemonade which contained a sediment.

Train 1,040 Days Late.

A train recently arrived at Beaumont 1,040 days late. It was the Gulf and Inter-State passenger train which left Galveston on September 8, 1900, was caught by the terrible Gulf storm that partly destroyed Galveston, and has since been standing on the track, which is once more connected with Beaumont. Many Beaumonters took refuge in the train during the storm and were saved.

Chinese Superstition.

An amusing incident happened on August 28 in a public place at Shanghai which reminds one of the middle age devil-smoking procedure, says the *Shanghai Daily Press*. A Chinese woman with a sick child in her arms came in the company of a bond to a certain popular resort in Shanghai. The bond lit his josssticks in a corner and started to murmur his prayers to the greatest astonishment of those present. At last the proprietor, tired of the funny proceeding, asked the bond through an interpreter what the meaning of this farce was. The bond answered that the child had been born with a birthmark, and it was possessed by some foreign devil, and he thought that the devil would prefer to reside among its own people.

Useful Household Medicine.

CHAMBERLAIN'S Colic, Cholera and Diarrhoea Remedy is recommended for the speedy and permanent cure of Dysentery, Diarrhoea, Chronic Diarrhoea, Ulcers in the Stomach, Colic, Summer Complaint, Biliary Colic, and Cholera Infantum. It has been in the market 35 years, and its wonderful sale has been effected by what three who have tried it say, and to its curative power. It can be found in thousands of homes all over the world. For sale by a Chemists and medicine vendors; WATKINS Ltd., General Agents.

Per Doz.
A.—THORNE'S BLEND \$12.00
B.—GLENORCHY, MELLOW
BLEND, a fine 'SODA'
WHISKY of great age ... 12.00
C.—ABERLOU-GLENLIVET... 13.50
D.—H.K.D. BLEND of the Finest
Old Malt SCOTCH WHISKIES 16.00A. S. WATSON & Co., Limited,
THE HONGKONG DISPENSARY.

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larger sail-area, because the American designer can build for speed, and speed alone, so long as he turns out a craft strong enough to stand ordinary summer weather. Apart from the superiority of the yacht itself, judging from the meagre telegraphic accounts of the racing received in Hongkong, the Americans seem to have handled their boat better than the Englishmen, and seem to have taken every legitimate advantage allowed by the rules of yacht racing in America, thereby making sure of a result which was fairly certain in any event, bar accidents.

The Mikado sent a personal telegram of sympathy to Hatfield.

Chi Hsueh-shi and Lu Chuan-lin are reported to be now the two leading men in Peking.

Three days after the execution of Shen Ké-wei, Ching Kuan was restored to the rank of Taotai.

The Tokio Government denies that a commercial treaty is being made between Canada and Japan.

The new American Legation, of which Mr S. H. Nealy is the architect, will be one of the finest buildings in Peking.

Lieut. von Salzmann, who started from Tientsin on the 2nd of January last to ride home, arrived at Constantinople on the 16th of July.

In the budget of Japan next year, which is now being compiled, the revenue and expenditure are estimated at about the equivalent of £23,000,000 sterling.

The *Japan Mail* strongly advises Japan to 'consolidate her position in Korea so unequivocally that any attempt on the part of another Power to disturb it would be at the obvious peril of that Power.'The new Russian three-screw cruiser *Amur*, 6,000 tons, built as a commerce destroyer, could only make a mean speed of 18.97 knots in her speed trials off Cronstadt. She is supposed to be a 20-knot boat.In addition to the regular weekly N.Y.K. service between Yokohama and Shanghai, the *Yokohama Maru* is to run a regular fortnightly service between Kobe and Shanghai, calling at Moji and Nagasaki.

Mr Francis Kingsmill, a son of Mr Thomas W. Kingsmill, civil engineer and architect of Ningpo Road, Shanghai, was found dead in the Shanghai Gardens on August 28. The circumstances point to suicide.

If there is any truth in the Far East it is hidden in the bottom of so deep a well that the most industrious and pernicious of newspaper correspondents cannot bring it into view. That is the opinion of a writer in a Victoria (B.C.) paper, which is very near the mark.

A series of startling crimes has been committed in the *Foundling*, Jaen, Andalusia. The attention of the authorities had been attracted by the high death-rate among the children, and a judicial enquiry was opened. The result has been the discovery that more than eighty children have died from opium poisoning. The poison had been given to the poor creatures by the wet-nurses in order to make them sleep.Inspector Langley proceeded against the masters of the steam launch *Hung Yik* and *Ying Fai* before Mr. T. Scronce Smith at the Magistracy to-day on a charge of mooring their launches at the Wing Lok Street Steps, thereby causing an obstruction. Mr. J. Hastings (of Messrs Deacon & Hastings) appeared for the defence, and Mr. H. Hirsthouse (Acting Crown Solicitor) represented the Crown. The defence submitted was that there was no obstruction and also that the Ordinance did not govern Public steps. His Worship reserved judgment.

Fire at 'Manila Times' Office.

From Manila exchanges we gather that a fire occurred in the office of the *Manila Times* on August 27, almost totally destroying the plant.

Band at the Hongkong Hotel.

By kind permission of Major Radcliffe and Officers, the Band of the 33rd Burma Infantry will play the following programme at the Hongkong Hotel, to-morrow (Saturday) evening, from 8 to 9.30 p.m.:—

March 'Marion' 'Albion'
Entr' Act 'Le Lettre de Manon' 'Gillet'
Song 'Shop Girl' 'Ivan Caryl'
Selection 'Liedbed' 'Carlyle K.'
Song 'A Chinese Honey' 'moon'
Valse 'Amoureuse' 'Berger'
Characteris. 'A Dervish Chorus' 'Sebek'
Gop-Gave-The King.

S.S. 'Ningpo' on the Rocks.

The British steamer *Ningpo*, while on a trip from Hongkong to Cebu, struck a large rock projecting from the Island of Hermosa, about 10 miles from the port of Manila, on Friday night, says the *Manila Callender* of last inst. The *Ningpo* is commanded by Captain Parker, and the crew, numbering eight, who reached here yesterday, declare that little hope is entertained for saving the steamer. A treacherous current of great force is always encountered near the shores of Hermosa, and it is believed that the pilot miscalculated his ground and neglected to avoid passing through the turbulent channel. The ruined vessel was consigned to Smith, Bell & Co., and little of value was left on board because of the improbability of successfully floating her.

LOCAL AND GENERAL.

NOTES BY THE WAY.

The Mikado sent a personal telegram of sympathy to Hatfield.

Chi Hsueh-shi and Lu Chuan-lin are reported to be now the two leading men in Peking.

The Privilege of Wearing Moustaches.

This is a day of special interest to military men, says the *Daily News* of July 21.

It is the anniversary of the day in 1854 on which Queen Victoria, considering

the difficulties under which her soldiers in the Crimea laboured, authorised our infantry to wear moustaches.

When they returned after the peace there was a gradual extension of that liberty.

For years merchants refused it to their employés, as Coutts's Bank still does, very recently did. It is within the memory of middle-aged men that the police received the privilege.

CHARACTERISTIC!

TELEGRAMS.

THE 'AMERICA' CUP.

THE 'RELIANCE' WINS THE THIRD RACE.

We are indebted to Mr. W. Stanley Allen, the local representative of the Sperry Flour Company, for the following telegram:

'The Reliance won the third race by between eight and ten minutes.'

[REUTERS'SERVICE.]

THE BALKAN TROUBLE.

LONDON, September 2.

The insurrection was proclaimed yesterday in various fresh districts of Macedonia adjoining the Bulgarian frontier.

Germany and Russia have urged the Sultan to adopt more energetic measures, but the Sultan persists in directing the operations in Macedonia from the palace.

THE BEIRUT AFFAIR.

The American Minister refuses to accept the excuse that the Beirut affair was merely a casual shot fired during some wedding celebrations, and is pressing for a settlement of various outstanding disputes which the despatch of the squadron is expected to accelerate.

THE 'AMERICA' CUP.

The third race for the 'America' Cup has been again postponed.

THE TSAR'S VISIT TO AUSTRIA.

The Tsar will probably go to Vienna earlier than was expected in order to confer with the Emperor Francis concerning Macedonia.

THE KING'S VISIT TO VIENNA.

The enthusiasm in Vienna in connection with the King's visit is unabated, and the streets are constantly thronged with people waiting to see the King pass. Never, in recent years has the visit of a foreign monarch caused such immense crowds, and such cordiality.

[N. C. DAILY NEWS SERVICE.]

THE DISCORD IN MACEDONIA.

LONDON, August 29.

Bulgarians have attacked Neveska, killing two hundred out of the garrison of two hundred and forty.

They then constructed earth-works round the town. Seven (Turkish) battalions have arrived on the scene, and are now bombarding the earth-works.

RUSSIA AND THE PORTE.

The Russian squadron has returned to Russia.

THE CHAMBERLAIN CRUSADE.

The Liberals have gained the seat in议會shire lately held by Mr. D. N. Nicol (Conservative), deceased. The Conservatives jubilate.

The Standard and Morning Post consider the election a blow to Mr. Chamberlain.

THE MEETING OF TWO IMPERIAL POWERS.

King Edward and the Tsar are to meet Copenhagen in the middle of September, the guests of King Christian of Denmark.

THE OPIUM FARM.

The Accepted Tender.

His Excellency the Governor in Council has been pleased to accept the tender of Messrs Tan Joo Chin and Seah Eng Kiat, Bonham Strand West, for the Opium Farm for three years from the 1st of March, 1904, inclusive. The amount offered was £15,000 per month, and the successful tenderers have been directed to deposit with the Colonial Treasurer, before the 1st January next, approved security, either money or title deeds to the value of three months' rent of the Farm for the due performance of the conditions on which the privilege is granted, and of the stipulations and agreements in respect thereof.

WEATHER REPORT.

The following notice is issued by the Hongkong Observatory:

On the 4th at 11.30 a.m. the barometer was fallen moderately over N.E. Japan, and slightly along the China coast.

Pressure is highest over S. Japan, and indents continue slight for E. and S.E. winds over S. China, and the N. part of the China Sea.

Forecast:—Moderate S.E. and E. winds: hawkeye, squally.

The Empress' News.

The N. C. Daily News of August 31 says:—The necessary bond in connection with the collision of Breaker Point in which the Huangkai was sunk was given before the arrival here on Saturday of the R. M. S. Empress of India, so that no formal arrest was necessary.

Baby Cough Must Never Linger.

NOTHING is more distressing than to see a helpless little infant suffering with a cough and to be fearful of using a remedy which may contain some harmful ingredient. The makers of Chamberlain's Cough Remedy positively guarantee that this preparation does not contain any form, or any other harmful substance. Mothers may confidently give this remedy to their little ones. It gives prompt relief and is perfectly safe. It always cures, and cures quickly. For sale by all chemists and medicine vendors; WATKINS LTD., General Agents.

CORRESPONDENCE.

AN EXPLANATION.

To the Editor of the 'CHINA MAIL.'

Wellington Barracks, Friday, Sept. 4.

Sir,—A correspondent of the 'Hongkong Daily Press' calling himself 'Decency' recently published a grossly exaggerated version entitled 'High jinks at Lai-chi-kuk.' I should like to state the true facts of the case. After the launch 'Miner' ran alongside the pier about twenty or thirty soldiers went ashore, not collectively, but in groups of twos and threes. Of one of these parties two men on reaching the further side of the pierins proposed a bathe. From the point where they were at the moment no other excursions were visible, so they proceeded to undress and got into the water. After wading some little distance they came in sight of the 'Joss House' and were astounded to see that it was occupied by a party of bathees. From the point where they were at the moment no other excursions were visible, so they proceeded to undress and got into the water. After wading some little distance they came in sight of the 'Joss House' and were astounded to see that it was occupied by a party of bathees.

It is a Chinese Scholar, with a reputation has his 'stomach full of ink and pencil.' Herein is a distinction with a difference which, as we shall hereafter show, is significant and characteristic. We Western Scholars of highest type has digested his literature; a Chinese Scholar, with a reputation has his 'stomach full of ink and pencil.' Herein is a distinction with a difference which, as we shall hereafter show, is significant and characteristic.

Howbeit to men of literary light and leading alike in West and East Manuals of Quotations are but 'stepping-stones of their dead selves.' How then is the fact to be explained that a particular Manual known as the 成語考 Ching Yu Kao, translated by Mr. Stewart Lockhart in 1893, has reached, with its Chinese Text, Notes, Explanations and Indexes, a second edition, notwithstanding the circumstance that the work is a much-approved school book on which the rising sage is suckled before he has taken his fill of 'ink and pencil.'

We hold to the opinion that the advanced student discovers in the 成語考 what a leading mathematician of various moment may be contained in the first four Books of Euclid,—always something new, striking and instructive. If our view, now advanced with added confidence, be correct, then Mr. Stewart Lockhart's work on the Manual will be of high permanent value to all who will use the new edition daily as a work of reference.

Readers of the 'China Review' will remember that certain renderings in the first edition were not accepted without question. There was literary controversy attended by its usual amenities. Beneficial results, however, accrued; and in his preface to the new edition Mr. Lockhart mentions with appreciation the aid that he has received from Professors Jones and Parker and from other reviewers.

In our judgment the translations and notes of the present issue leave little ground for divergence, and we are unfeignedly grateful for the detailed references to original sources. Here our debt to the translator is large, and we shall try to work out one or two directions in which Mr. Lockhart's labour serve the cause of simile.

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A recent Article on the state and fate of the Jews in Russia is distinctly Anti-Muscovite, not to say Pro-Serbian. The editor's view of the relations between Russia and the Jews is given in four words which need nothing more nor less than a cartoon 棍石破壁. They shew stones and broke his windows.

Turning to page 243 of Mr. Lockhart's translation, we find the source of the cartoon in the treatment of Chang Meng Yang by his contemporaries. This youth lived in the time of the Chin Dynasty. He was famous for his literary talents, but so weak that when he went abroad he was supported with a straight staff, which disconcerted his opponent considerably. Before Emmett could recover Turner sent his left in again, and crossed with his right on the jaw, flooring him. Emmett took the full count and staggered to his feet, only to have the dose repeated. He was forced to the ropes and another right on the jaw finished the battle. Turner signified his willingness to meet any man in the Colony for the Featherweight championship. Marriott, of the Dorsetshire Regiment, was obliged to quit to Layton of the 'Albion,' owing to an injured thumb. The fight only lasted three rounds, during which both men showed their ignorance of the science of boxing, and swayed wildly the whole time. This led the way for the chief items of night, and were another interval of pleasure. It was almost midnight before the men sat to work. The first three were devoid of interest, Jones leading and Newman cringing. Jones landed a couple of right blows, but it was not until the fourth round that Newman opened up. He rushed Jones to the ropes and administered a body blow, but Jones retaliated with two lefts on the cheek and following up, scored again as the time was called. Jones did all the leading for the next few rounds, although his blows were lacking in power. He sent some good right swings in which were well intended, but Newman cleverly dodged them, keeping himself well snatched up. In the tenth round Jones landed a left—swing and Newman closed. Jumping away Newman landed two lefts on the jaw and a second later repeated the same. After a breakaway Jones stopped back and Newman sprang in. Jones defending well. In the eleventh round Newman led a left which glanced off Jones' arm to the face, and Jones crossed with a right on the jaw. Jones then got his left in, but Newman more than equalised it by scoring two on the jaw. Some good body blows were exchanged by both men, Newman scoring most in this respect. The following rounds were quiet, no damage being done, both being yet very wary of one another. In the fourteenth round Newman landed one in the jaw and got a good right home on the body. Jones slipped in the water near the corner and fell. Jones was rapidly landing with his left, but there appeared to be no force in it. He was waiting with his right for a knock-out, but did not manage to find the spot. Newman was plucking up spirits now, and landed several good lefts on the nose. In the nineteenth round Newman placed one on the ribs, to which Jones replied with a left on the jaw, forcing Newman to the ropes. Newman responded with a good body punch. In the last round both men sparred round for a time, then Newman landed three blows, two on the neck and one in the jaw in quick succession. Jones led his left, but Newman evaded. The round terminated with both men on their feet, and Mr. J. Christie, in accordance with the agreement under which the men were fighting, declared it a draw. A noticeable feature in this match was the carelessness with which both were cultivated by Jones of dropping his guard when breaking away, leaving himself very open. Newman always comes, and cures quickly. For sale by all chemists and medicine vendors; WATKINS LTD., General Agents.

REVIEW.

A MANUAL OF CHINESE QUOTATIONS.

Being a Translation of the 成語考 (Ching Yu Kao). With the Chinese Text, Notes, Explanations and English and Chinese Indexes for easy reference. By J. H. Stewart Lockhart, C.M.G., F.R.G.S., M.R.A.S., H. B. M.'s Commissioner, Wei-hai-wei, Hongkong; Kelly and Walsh, Limited, 1903.

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Newman always comes, and cures quickly.

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History serves their purpose better than many columns of letterpress.

It is precisely at this point that Mr. Lockhart's work should prove enlightening and instructive. This is a time of movement and change in China, and the public mind is for the first time in the nation's history widely and deeply stirred by the periodical press. Great formative ideas are implanted by articles like those from which we have quoted, and the strength of such articles lies, for many a native reader, in such phrase and allusion, figures and metaphors as Mr. Stewart Lockhart has translated, traced, verified and annotated in this Manual.

There are other classes of compositions that owe a large debt to the Chinese Manual.

We may mention specially Poetic Letter Writers in Chinese. Most correspondence of a certain type draws largely from the Classics and Literature; it often does so through the medium of this Manual.

In Mr. Lockhart's translation, many polite letter quotations and allusions may be found, generally with the informing note or clear reference that meets the need of the student. For this reason, if not for other, the book helps to understand the native mind through the most characteristic and highly approved modes of expression.

We could suggest another direction in which the study of Mr. Lockhart's translation may prove fruitful in results of a kind to reward every effort. The affinity between these 'Quotations' as a whole and the rich mass of rhyming saying, parallelism, proverb, legend and quaint bits of folklore that underlie dialect like Cantonese, points to the unity of the written and spoken languages, to the disintegrating and formative processes that are working in all dialects and to the real place of the Classics and Literature of China in the life of the common people.

A list of illustrations could extend unduly this already

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FOR HAVRE AND HAMBURG.

CALLING AT SINGAPORE AND COLOMBO.

S.S. *Andalusia*,
Capt. von DOHREN, 23rd September, 1903. Freight.

FOR HAVRE AND HAMBURG.

CALLING AT SINGAPORE AND PENANG.

S.S. *Aegean*,
Capt. FILLER, 6th October, 1903. Freight.

FOR HAVRE AND HAMBURG.

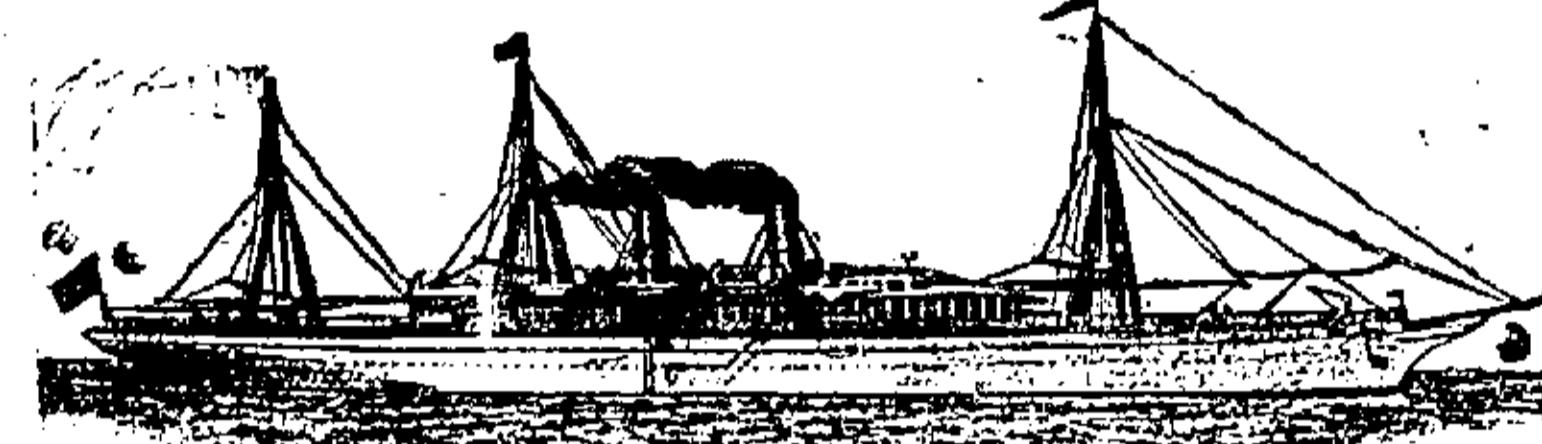
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Capt. SCHULKE, 20th October, 1903. Freight.

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THE magnificent TWIN SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (E.C.), 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the TRANS-ATLANTIC TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, of which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal ports and AROUND THE WORLD.

Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japen Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURIOUSNESS of its TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at Chicago World's Fair) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CAR AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information Maps, Guide, Books, Rates of Freight and Passage, apply to

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Hongkong, August 31, 1903.

PORTLAND AND ASIATIC
STEAMSHIP COMPANY.SAILINGS FROM HONGKONG, VIA INLAND SEA OF JAPAN,
MOJI, KOBE & YOKOHAMA; FOR PORTLAND, OREGON,

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INDRAPURA..... 4899 A. E. Hollingsworth..... November 14, 1903

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Points. For through rates of Freight and further information, communicate with or apply to

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Hongkong, August 22, 1903.

NIPPON YUSEN KAISHA.

THE JAPAN MAIL STEAMSHIP COMPANY.

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION

Steamers. Destinations. Sailing Dates.

AWA MARU, N. TRENTE, SATURDAY, 5th Sept., Daylight.

SHINMARU, W. THOMPSON, TUESDAY, 8th Sept., at 4 p.m.

BOMBAY MARU, T. MURAH, VICTORIA, B.C., AND SEATTLE

YAWATA MARU, E. MOSEY, VICTORIA, B.C., AND SEATTLE

WAKASA MARU, J. B. MACMILLAN, VICTORIA, B.C., AND SEATTLE

KUMANO MARU, E. W. HAWELL, VICTORIA, B.C., AND SEATTLE

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Through Passengers Tickets issued to the Principal Cities in the United States, Canada, and Europe, in connection with the Great Northern Railway and Atlantic Steamers. Round-the-World Tickets also issued. Between Moji and Kobe, 1st and 2nd Class. Through Passengers have the option of travelling by the Sanjo Railway.

For further information as to Freight, Passage, Sailings, etc., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

T. S. Takayanagi, Acting Manager.

Hongkong, September 8, 1903.

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OCEAN STEAM SHIP COMPANY, LIMITED
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CHINA MUTUAL STEAM NAVIGATION
COMPANY, LIMITED.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.

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OUTWARD S.

FROM STEAMERS DUE
GLASGOW AND LIVERPOOL..... AGAMEMNON 5th September.
GLASGOW AND LIVERPOOL..... JASON 17th September.
GLASGOW AND LIVERPOOL..... PAR LIN 22nd September.
GLASGOW AND LIVERPOOL..... CALCHAS 23rd September.
GLASGOW AND LIVERPOOL..... ANTALUS 24th October.
GLASGOW AND LIVERPOOL..... ANTON 24th October.
GLASGOW AND LIVERPOOL..... OANFA 31st October.

The S.S. AGAMEMNON left Singapore on the 31st ulto, and is due here on 5th inst. p.m.

The S.S. DEUCALION has arrived and leaves for Nagasaki TO-MORROW.

HOMEWARD S.

LONDON BERTH.

FROM STEAMERS DUE
MARSEILLE, LONDON & ANTWERP..... KANTUCK 15th September.
* LIVERPOOL PINGUEY 22nd September.
MARSEILLE, LONDON & ANTWERP..... GLAUCUS 29th September.
MARSEILLE, LONDON & ANTWERP..... AGAMEMNON 13th October.
* LIVERPOOL JASON 23rd October.
MARSEILLE, LONDON & ANTWERP..... PAR LIN 27th October.

* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

FROM STEAMERS DUE
VICTORIA, SEATTLE, TACOMA, & CALIFORNIA CALCHAS 2nd October.
N'KI, KOBE & YOKOHAMA OANFA 2nd November.

For Freight, apply to

BUTTERFIELD & SWIRE,
Agents.

Hongkong, September 3, 1903. 1831

CHINA NAVIGATION CO., LTD.

FOR STEAMERS DUE

AMOY, SAMARANG & SOURABAYA SHANTUNG 6th September.
SHANGHAI AND CHINKIANG YOUNGWU 7th September.
MANILA CHONGSHIA 8th September.

PT DARWIN, THURSDAY ISLANDS COOKTOWN, CAIRNS, TOWNS, VILLE, BRISBANE, SYDNEY and MELBOURNE CHONGSHIA 8th September.

MANILA SUNGKUANG 9th September.
YOKOHAMA AND KOBE CHINTU 12th September.

* Attention of Passengers is directed to the Superior Accommodation offered by these Steamers, which are fitted throughout with Electric Light. Unrivalled Table.

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Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

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PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

Steamers. Sailing Dates.

BAYERN WEDNESDAY, 16th Sept.

ZIETEN WEDNESDAY, 30th Sept.

SEYDLITZ WEDNESDAY, 14th Oct.

ROON WEDNESDAY, 28th Oct.

PREUSSEN WEDNESDAY, 11th Oct.

HAMBURG WEDNESDAY, 23rd Dec.

PRINZ HEINRICH WEDNESDAY, 9th Dec.

KONG ALBERT WEDNESDAY, 23rd Dec.

WEDNESDAY, 6th Jan.

* Steamers of the Hamburg-Amerika Line.

ON WEDNESDAY, the 16th day of September, 1903, at Noon, the Steamship

BAYERN, of the NORDDEUTSCHER LLOYD, Captain H. FORSTER, with

MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port as above,

Calling at NAPLES and GENOA.

Shipping Orders will be granted till Noon, on MONDAY, the 14th September, the 16th September, and the 18th September.

Cargo and Parcels will be received on Board until 6 p.m. on TUESDAY, the 17th September.

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\$2.50, and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation and carries a Doctor and Stewardesses.

Linen can be washed on board.

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on the 16th September.

Magnificent Accommodation. Comfortable Cabins. Excellent Table. Unrivalled Service. Electric Light. Doctor and St

Notices to Consignees.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship
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OF THE NORDEUTSCHE LLOYD,
having arrived, Consignees of Cargo are hereby informed that their Goods with the exception of Opium, Treasure and Valuables, are being landed and stored at the Godowns of the HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY LTD., Kowloon, whence delivery may be obtained.

Optical cargo will be forwarded unless notice to the contrary be given before notice to the Consignee.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 8th September, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on Tuesday, the 8th September, at 9.30 a.m.

All Claims must reach us before the 14th September, 1903, or they will not be recognized.

No Fire Insurance has been effected.

Bills of Lading will be counter-signed by the undersigned.

NORDEUTSCHE LLOYD,

MELCHERS & CO.,

Agents.

Hongkong, September 1, 1903. 1810

NORTHERN PACIFIC COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP OLYMPIA.

FROM TACOMA, VICTORIA, YOKOHAMA, KOBE AND MOJI.

THE above Steamer having arrived Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected in any case whatever.

DUDWELL & CO., LTD.,

Agents.

Hongkong, September 1, 1903. 1809

AMERICAN ASIATIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

FROM NEW YORK, STRAITS AND MANILA.

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Captain A. BECH, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY, LIMITED, at Kowloon, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 8th Inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 8th Inst. at 2.30 p.m.

No Fire Insurance has been effected.

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Opium Quotations.

SHIPPING.

ARRIVALS.

SECTION.

Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour the Anchorage is divided into eleven Sections, commencing from Green Island. Vessels near the Hongkong shore are marked *a*, near the Kowloon shore *b*, and those in the body of the shipping midway between each shore are marked *c*, in conjunction with the figures denoting the sections.

Section.

1. From Naval Yard to Blue Building.
2. From Blue Building to East Point.
3. From East Point to North Point.
4. From Kowloon Wharves.

5. From Kowloon Wharves to the Naval Yard.

6. From Naval Yard to the Goo Works.

7. From Goo Works to Jardine's Wharf.

8. From Jardine's Wharf to the Harbour's Officer.

9. From Harbour Master's to the Market.

10. From the Market to Jardine's Wharf.

11. From Jardine's Wharf to the Naval Yard.

Vessels Advertised as Loading.

Destination.	Goods.	Agents.	Date of Loading.
Autumnal Ports	Eastern (s), Amoy, Shantung & Shaya	Gibb, Livingston & Co.	Sept. 3, at Noon.
Bay of Poro, P'eng	Shantung (s)	Butterfield & Swire	Sept. 11, at noon.
Bremen	Bayern (s)	Malchens & Co.	September 16.
Bydgo	Zieten (s)	Malchens & Co.	September 19.
Havre, Bremen & Hamburg	Alalusia (s)	Hamburg-Amur Linie	September 23.
Kobe & Yokohama	Wakasa (s)	Nippon Yusen Kaisha	Sept. 11, Daylight.
London, &c.	Chusan (s)	P. & O. S. N. Co.	Sept. 12, at Noon.
London, Antwerp & Somatra	Chusan (s)	P. & O. S. N. Co.	September 18.
Liverpool	Finsbury (s)	Butterfield & Swire	September 22.
Manila	Tobiki Maru (s)	Toyo Kisen Kaisha	Sept. 8 at Noon.
Manila	Rubi (s)	Shaw, Toney & Co.	Sept. 5, at 10 a.m.
Manila	Zabiro (s)	Butterfield & Swire	September 9.
Manila & Australia	Sungtung (s)	Messages Maritime	Sept. 8, at p.m.
Manila, London & Australia	Kamakura Maru (s)	Manila, London & Australia	September 8.
Manila, London & Australia	Yamato Maru (s)	Nippon Yusen Kaisha	Sept. 8, Daylight.
Manila, London & Australia	Yamato Maru (s)	Nippon Yusen Kaisha	Sept. 8, 4 p.m.
Manila, London & Australia	Yamato Maru (s)	Nippon Yusen Kaisha	Sept. 10, at Noon.
Manila, London & Australia	Kamakura Maru (s)	Manila, London & Australia	September 10.
Manila, London & Australia	Kintuck (s)	Butterfield & Swire	September 15.
Manila, London & Australia	Kintuck (s)	Butterfield & Swire	September 22.
Manila, London & Australia	Nippon Maru (s)	Nippon Yusen Kaisha	Sept. 9, at Noon.
Manila, London & Australia	Nippon Maru (s)	Dodwell & Co. Limited	About Sept. 7.
Manila, London & Australia	Nippon Maru (s)	Dodwell & Co. Limited	About Sept. 12.
Manila, London & Australia	Nippon Maru (s)	Dodwell & Co. Limited	About Sept. 23.
Manila, London & Australia	Nippon Maru (s)	Dodwell & Co. Limited	About Sept. 30.
Manila, London & Australia	Nippon Maru (s)	Shaw, Toney & Co.	September 6.
Manila, London & Australia	Nippon Maru (s)	Shanghai	September 7.
Manila, London & Australia	Changchow (s)	Butterfield & Swire	September 7.
Manila, London & Australia	Yowchow (s)	P. & O. S. N. Co.	Sept. 5, Noon.
Manila, London & Australia	Siaporo & Colombo	P. & O. S. N. Co.	About Sept. 12.
Manila, London & Australia	Sintra (s)	London	September 12.
Manila, London & Australia	Spore, Pano & Calcutta	Peran (s)	September 19, p.m.
Manila, London & Australia	Spore, Pano & Calcutta	Kampong (s)	September 20.
Manila, London & Australia	Spore, Pano & Calcutta	Shantung (s)	September 21.
Manila, London & Australia	Spore, Pano & Calcutta	Osaka Shoen Kaisha	Sept. 8, 4 p.m.
Manila, London & Australia	Spore, Pano & Calcutta	Osaka Shoen Kaisha	Sept. 9, 4 p.m.
Manila, London & Australia	Spore, Pano & Calcutta	Osaka Shoen Kaisha	Sept. 10, 4 p.m.
Manila, London & Australia	Spore, Pano & Calcutta	Osaka Shoen Kaisha	Sept. 11, 4 p.m.
Manila, London & Australia	Spore, Pano & Calcutta	Osaka Shoen Kaisha	Sept. 12, 4 p.m.
Manila, London & Australia	Spore, Pano & Calcutta	Osaka Shoen Kaisha	Sept. 13, 4 p.m.
Manila, London & Australia	Spore, Pano & Calcutta	Osaka Shoen Kaisha	Sept. 14, 4 p.m.
Manila, London & Australia	Spore, Pano & Calcutta	Osaka Shoen Kaisha	Sept. 15, 4 p.m.
Manila, London & Australia	Spore, Pano & Calcutta	Osaka Shoen Kaisha	Sept. 16, 4 p.m.
Manila, London & Australia	Spore, Pano & Calcutta	Osaka Shoen Kaisha	Sept. 17, 4 p.m.
Manila, London & Australia	Spore, Pano & Calcutta	Osaka Shoen Kaisha	Sept. 18, 4 p.m.
Manila, London & Australia	Spore, Pano & Calcutta	Osaka Shoen Kaisha	Sept. 19, 4 p.m.
Manila, London & Australia	Spore, Pano & Calcutta	Osaka Shoen Kaisha	Sept. 20, 4 p.m.
Manila, London & Australia	Spore, Pano & Calcutta	Osaka Shoen Kaisha	Sept. 21, 4 p.m.
Manila, London & Australia	Spore, Pano & Calcutta	Osaka Shoen Kaisha	Sept. 22, 4 p.m.
Manila, London & Australia	Spore, Pano & Calcutta	Osaka Shoen Kaisha	Sept. 23, 4 p.m.
Manila, London & Australia	Spore, Pano & Calcutta	Osaka Shoen Kaisha	Sept. 24, 4 p.m.
Manila, London & Australia	Spore, Pano & Calcutta	Osaka Shoen Kaisha	Sept. 25, 4 p.m.
Manila, London & Australia	Spore, Pano & Calcutta	Osaka Shoen Kaisha	Sept. 26, 4 p.m.
Manila, London & Australia	Spore, Pano & Calcutta	Osaka Shoen Kaisha	Sept. 27, 4 p.m.
Manila, London & Australia	Spore, Pano & Calcutta	Osaka Shoen Kaisha	Sept. 28, 4 p.m.
Manila, London & Australia	Spore, Pano & Calcutta	Osaka Shoen Kaisha	Sept. 29, 4 p.m.
Manila, London & Australia	Spore, Pano & Calcutta	Osaka Shoen Kaisha	Sept. 30, 4 p.m.
Manila, London & Australia	Spore, Pano & Calcutta	Osaka Shoen Kaisha	Sept. 31, 4 p.m.
Manila, London & Australia	Spore, Pano & Calcutta	Osaka Shoen Kaisha	Sept. 1, 4 p.m.
Manila, London & Australia	Spore, Pano & Calcutta	Osaka Shoen Kaisha	Sept. 2, 4 p.m.
Manila, London & Australia	Spore, Pano & Calcutta	Osaka Shoen Kaisha	Sept. 3, 4 p.m.
Manila, London & Australia	Spore, Pano &		